Approved For Re(60-12002) 13W7 14IA-RDP82-00457R003900350006-9 CLASSIFICATION CONFIDENTIAL/CONTROL-US OFFICIALS ONLY 25X1A CENTRAL INTELLIGENCE AGENCY REPORT NO. INFORMATION REPORT CD NO. USSR (Rostov Oblast) COUNTRY DATE DISTR. 20 Dec. 1949 Budenny Locomotive Plant in Novoche: kassk SUBJECT NO. OF PAGES 25X1A PLACE NO. OF ENCLS. 20 ACQUIRED 25X1A RETURN TO CIA LIBRARY DATE OF INFO. SUPPLEMENT TO REPORT NO. 25X1X Significance of the Plant It is the most important plant for the construction of electrolocomotives and presumably the only plant constructing express train electro-locomotives. Location and Traffic Facilities The plant is located approximately 3.7 miles north-northwest of NOVOCHERKASSK (47024 N/40006'E) (town center) at the NOVO-CHERKASSK SHAKHTY (47046 % /40012 % E) railroad line (see Annex No. 1). Reconstruction of the Plant The plant was partly destroyed during the war. Its reconstruction was started in 1945 and part of the plant resumed operation in 1946. Some new workshops were added to the plant but the new constructions were not completed in 1949. Plant installations 25X1X (The following enumeration corresponds to the numbers of Annex 2, Lathe Dapartment (No. 1) Installation: unknown. Production: Daily output allegedly 800 axles, 2,000 mm long and 45 mm in diameter. Bocument No. Mechanical Department (No. 2) 25X1 Installation: Lathes Production: Tooling of copper and brass parts 325 Ch (No. 3)CONFIDENTI CLASSIFICATION COME TAL/CONTROL-US OFFICIALS CNLY STATE NAVY Q X NSRB X FBI ARMY AIR # @ This document is hereby regraded to RETURN TO RECORDS CENTER

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

RETURN TO RECORDS CENTER
IMMEDIATELY AFTER USE
JOB<u>52-33</u> BOX /0/

Approved For Release, 2902/08/97ie CLO RDP82-00457R003900350006-9

20747

CONFIDENTIAL-COMPACT/US OFFICIALS ONLY

CENTRAL INTELLIGENCE ACENCY

- 2 ..

Installation: 1 small foundry furnace for aluminum parts
1 or 2 electric furnaces

hand and mechanical molding shop

Part 3a of the building has sour tracks as well as a crane of 5-ton loading capacity which could be moved into part 3 of the building. Naw material was also stored in part 3a, Production: Casting of bearings.

d. Steel Foundry (No. 4)
Installation: 2 open-hearth furnaces.
Production: Casting of wheels and other steel parts.

- e. Pattern-making Shop (No. 4a) Details unknown.
- f. Another foundry (No. 5)
- g. Rolling Mill (No. 6)
 No details available.
- h. Forge (No. 7)

6

Installations 1 large and 2 small steam hammers

2 large annealing furnaces with coal tiring

1 forging furnace

1 large cutting machine

The hardening shop with annealing furnace and the welding shop are allegedly housed in the same part of the building and at present are still under construction.

- i. Assembly Department for the Assembly of Locomotive Superstructures (No. 8) No details available.
- j. Final Assembly Department (No. 9)
 The building is subdivibed into eight sub-departments:
- Sub-department I: It receives forged parts for frames and superstructures. The frames are assembled without wheels. It has an electric welding shop and a painting shop.
 - II: It has 30 to 40 lathes, milling, drilling, and shaping machines (including one 13-to 16-foot shaping machine for booling frames). Small parts are produced.
 - III: Three large plate shears were observed. Transformer sheets are produced (by grinding) and transformers assembled.
 - IV: It has approximately 25 lathes, milling and grinding machines. Motor shafts (?) were tooled.
 - V: It has the central power distributing installation.
 - VI: It has 12 large lathes and shaping machines.
 - vII) Final assembly. No details available.
 vIII)

CONFIDERTIAL-CONTROL/US OFFICIALS ONLY

CONFIDENTIAL

Approve (19) | February | 1997/08/07 : CIA-RDP82-00457R003900350006-9 CONFIDENTIAL-COMEROL/US OFFICIALS ONLY 25X1A CENTRAL INTELLIGENCE AGENCY -- 3 -k. Notor Construction Department (?)
It was reported by one source (No. 10) ___ who designated this 25X1X department "generator construction department". Depot for Meetrical Parts (No. 11) building. New Building (No. 12) Use unknown. Oxygen Depot (No. 13) Administration Building (10.14) Garage (No. 15) Plant Building (No. 16) Use unknown. Production a. Construction odel The electro-locomotives VL-19 (since 1948 in mass-production) and VL-22 were built. Axle formula: 0-3-0, 0-3-0. Weight: 126 tons.** Number of motors: 6. Length: 53 feet. Capacity: 2,700 HP. Motor working voltage: 1,500 volt. The VL-22 is built for a maximum speed of 46.5 miles. Production Figures (1) Only repairs were made in 1946. The first locomotaves (still the old VL=22 model) were completed in March 1947. VL-19 and VL=22m models were built in april 1948. The 1948 schedule was 50 locomotives. The monthly output increased to 7 units in April 1949 (2 or 3 units in March 1947, 4 or 5 units in april 1948). (2) The scheduled monthly output of the plant is scheduled to reach 20 locomotives in 1950, i.e., all electro-locomotives to be built in the USSR in1950 according to this plan will be produced by this plant.

25X1

25X1X

(3) A sideline production of pails and corn mills was indicated by one source

6.	Work Force and Working Time	25X1X
	The indications vary from 2,500 (early in 1948) to 3,500 (early in 1949). ork is done in three shifts of 8 hours each.	·ly
		25X1X

CONFIDENTIAL COMMON TO STRICT ALS ONLY

, 1	<i>*</i>	CONFIDENTIAL/CONTROL-US OFFICIALS ONLY Approved For Release 2002/08/07: CIA-RDP82-00457R003900350006-9 CENTRAL INTELLIGENCE AGENCY	25X1A
<i>:</i>		CONFIDENTIAL -4-	
25X1A	₩.	_Comment:	
		The new workshops probably are buildings, the construction of which was started at the beginning of the war but had not been completed. Expansion of the plant is needed as the demand of electro-locomotives will essentially increase. (From 1946 to 1950 the electrified railroad lines increased by 3,300 miles, i.e., about 70 percent.)	
25X1A		Comment:	
		The VI-22 locomotive has been previously reported to weigh 132 tons.	
25X1A	数條件		
25X1A		reported that work was done in two twelve-hour shifts from 8:00 AM to 8:00 PM and from 8:00 PM to 8:00 AM.	
		2 Annexes: 1 Budenny Locomotive Plant in NOVOCHERKASSK 2 Budenny Locomotive Plant in NOVOCHERKASSK	
			25X1A

CONFIDENTIAL